MARMORA RAILROAD.

CHAIRMAN'S REMARKS

AND

ENGINEER'S REPORT.

Provisional Directors.

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TO THE PUBLIC.

INTRODUCTORY REMARKS.

MARMORA AND BELLEVILLE RAILROAD.

It has long been the desire of the thinking portion of the community, that the great mineral wealth, with which this country abounds, should be made available, and consider that it is the duty of those engaged in the conducting of public affairs, to call into action, whatever Providence has placed in their hands, to improve and increase the condition and power of the country. Every speaker in Parliament, every one seeking Parliamentary position, speaks of the necessity, and of the vast benefit, which would accrue to the country, if our mineral resources could be advantageously developed. They have pointed out what other countries have done to convert their minerals into sources of wealth and prosperity, and vauntingly enquire why Canada, with her well known mineral resources, cannot now, make this branch of her dormant wealth available, and why such great delay exists. Our population continues to increase; this increase has nothing but trade and agriculture to look to for sustenance and support. Mechanics and artizans, find no employment for their cunning and skill; why then should we hesitate to add manufactures, and more especially iron manufactures, to the list of the resources at our disposal, to sustain us in our growing youth, and help us into our more mature manhood, and this more especially, as we have the raw material so abundant within our own borders, that no country can compare with us. When we think of this, and then consider the immense consumption of iron, here, and throughout this Continent, to say nothing of the world, he who has his country's welfare at heart, should not think any

117606

sacrifice too large, any aid too extensive, which can call this branch of Canadian resources into existence, unless indeed, it can be shewn, that it is utterly impossible to make it remunerative in this country.—Economists of Canada, for some reason best known to themselves, have at all times regarded the iron trade of Canada with peculiar aversion. Even the last Tariff was silent upon this head. A few years ago, when the Rail Road from Montreal to Toronto, was under consideration, there was a very strong disposition evinced to revive the manufacture of iron, and it was then suggested, that we could make our own Rails, and even if they cost us more, we should not have so large an amount of foreign indebtedness, and we should feel it less; but some influence was set to work, and whether it was the influence of the English Iron Masters, or what it was, sure we are, that there was a great eagerness evinced, that the project should be abandoned, and instead of public men shewing themselves to be friends of the enterprize, those who had its success at heart—those who desired to call the manufacture of Iron in Canada into existence, were represented to be our country's foes. It was tauntingly said, if we did not take English Iron. we could not get English Gold, an assertion which told well, but yet which had no foundation in it, for such is not British system of trading. In those days, it was laid down as a principle, that if we could buy the article in other countries at a less price than it could be made for in Canada, we ought not to attempt either to make it, or oppose its introduction from that country, whose sway we were proud to acknowledge. This was called an infallible principle, and people who knew nothing of the matter, applauded the nonsense, because it was easier to do so, than to controvert by arguments and facts. We must insist, that the principle as applied to the existing state of trade, between nations, is grossly false; because it pre supposes a fact, which never has existed, and which never will exist, namely: really reciprocal or free trade, for if the principle above quoted be true, then is it likewise true that a manufactory has not an infancy and a maturity, but forever remains what it is, at its commencement. Had this been the guiding impression in England for all past ages, she would not now have a manufactory in existance—she would not now make her boast, that if those engaged in the Iron Trade, would but keep up their reputation for the quality of the article, she still would defy the world, and still maintain her proud pre-eminence, of the first nation of the Globe. We contend that it is wise in an individual to give a large sum for a beneficial trade secret, such as we have known people in this country to give; or to sacrifice many of his early years and much of his present fortune, in qualifying himself for a lucrative profession, or to pay a large amount annually to an insurance company, to secure a provision for his family after his death. So in our opinion, is it most wise in nations or states, to make heavy sacrifices for a long term of years, for the acquisition of profitable and extensive manufacturing establishments. But in asking aid from the Province, we do not go thus far. Those who desire that iron should be made in Canada, out of Canadian Ore, say, enable us to bring out our mineral in the ma-

terial, to the same extent you give your generous aid to the lumbermen of the country, and in a few years, we will do all for you, that foreign trade and commerce can accomplish. We do not ask any interference with the trade or commerce of the country while we are making the experiment, we neither seek nor desire a protective duty, until it shall be called for by others; but we do ask for that assistance which has been given to others, who have less of public interest in their undertakings, than is to be found in the enterprize of making Iron in Canada: Give us the same aid, and we will be prepared to meet all contingencies.

It is then asked, what if the aid sought for be granted, can it be undertaken for the advantage of Canada? We answer, the undoubted permanent establishment of iron works, to such an extent, as will make Canada, for this Continent, what England is for the world at present. For many years the Iron mines in the County of Hastings, have been favorably known to, we may say the world, and if they have not yielded a sufficient remuneration to those enterprizing parties who have worked them, the want of management, skill, and a cheap and facile access to market, are the true and only causes of their failure.—The distance from the Ore beds, as well in Marmora as in Madoc, to the water or the Grand Trunk Railway, is in each case about 30 miles, and it is believed the difficulty which has hitherto stood in the way of the success of the undertaking can be over come by the construction of a Rail Road from Marmora to Belleville, and the route selected will not only terminate at Marmora, but it will at the same time afford accommodation to the Madoc mines, and to the mills throughout the interior of the County. So convinced was the Government of this fact, that Mr. Robert L. Innes, was instructed by the Board of Works to make a Survey of the proposed Road, and to report to them without delay, no doubt with the view of furthering the desired object, now sought to be obtained by the Charter granted at last Session for building a Road from Marmora to Belleville. Mr. Innes, completed his Report in due season, and it is now herewith laid before the public for its consideration, inspection and support. The well known and established fact, that the Iron Mines in North Hastings are almost inexhaustable, does away with the necessity of entering more fully into details, but we refer the reader to the report of the Engineer, whose facts and figures being all within bounds, may be regarded as most reliable, and as showing the probable amount of traffic on the road. The Company is incorporated with a capital of $600,000, divided into twelve thousand shares, of fifty dollars each, and every share entitles the proprietor, on every occasion when the votes of the Shareholders are given, to one vote for every such share. As soon as shares to the amount of $150,000 in the capital stock of the Company shall be taken, and the per centum thereon shall have been paid, the Company can and may proceed to business, and a new board of Directors are to be elected by the Stockholders to take the place of the Provisional Directors. The Company is also authorised to raise upon bonds, as a portion of its said capital, the

sum of four hundred thousand dollars, and may give the road or any other property in security. In addition to this it is proposed to seek aid from the Government, it being well ascertained that the Government, as all Governments must be, feel deeply interested for the success of an undertaking which must materially assist the country in its growth and prosperity. The aid contemplated is 500,000 acres of land; and the conviction is growing stronger day by day in the public mind, that it is as much the duty of the Government to aid in developing the mineral resources of the country, as it is for them to expend large sums of money in making difficult waters navigable; and we have every reason to believe that upon the stock of the Company being subscribed for and the per centage paid up, according to the charter, that the Government may be induced to recommend to Parliament the granting of half a million acres of land to aid in the construction of said road. Should this grant be obtained, and of which we entertain but little doubt, it will become necessary to appoint Commissioners in England to sell these lands, whose duty it will be to apply the proceeds of the sale of the lands to the liquidation of the bonds proposed to be issued, and it is believed, with a guarantee of this kind no difficulty will be experienced in obtaining money on the bonds the Company may issue.

Before proceeding to consider other points, let us return once more to the consideration of the Iron trade, for after all, this is our main object. We know there are not wanting persons who delight in throwing cold water upon any and every enterprize, and who may get hold of the unwary and the thoughtless, and seek to impress upon their minds, that because misfortune has attended the management of the Marmora affairs, that no one must expect to succeed with them. Now turn to England, look at the Iron trade, and let not people fancy that because they now see the Iron masters of England prosperous and successful in their undertakings, that it has always been thus with them, and that all was as smooth with them in their infancy as it is now in their maturity, for such, most assuredly is not the case. The difficulties were greater amongst the undertakers of the work when it first started in England than it ever was here. Failure after failure attended their undertakings, and for long and many years the foreign article superceded that made in England, not because it was superior, but it was essential for all cases of machinery and such like, and for steel the very best qualities should be procured and employed. But did this deter the enterprizing people? Not at all. With every successive failure they returned with renewed vigour to the undertaking, until it has by dint of energy, science, skill and protection, assumed that gigantic form that it can at will control the market of the world. Even now, however, for steel they cannot dispense with the Sweeds Iron, which is made from the same family of ore, as the ore found in the beds in North Hastings, and other parts of the Province. Now what is our position? The fact is patent, that no ore exists, or is known, that is equal to the ore of our mines for machinery and steel. So the judges in England said at the World's Fair, and at the Exhibition in Paris two years

afterwards. Therefore, the mere failure for the want of skill, and the lack of facilities to convey to market at cheaper reasonable rates, should not be urged as an argument why those who now have the matter in hand should not undertake it with every prospect of probable success.

We are satisfied that a well grounded conviction exists, that if persevered in with that energy which the vastness of the undertaking calls for, it must and will lead to the permanent establishment in Canada of a branch of trade that will make us indeed a worthy offshoot of the parent State, in prosperity, wealth and standing.

We shall now fall back upon the consideration of the road, and propose to adduce a few words to establish our claims to the aid we are seeking from the Government. The public will then bear in mind, that the Government has wisely opened several newroads, leading to settlements where free grants of land are made to those who feel at all desirous of becoming their own landlords. One of these roads is well known as the Hastings Road, and is settling with great rapidity. One of the termini of the proposed road, and for which we ask Government aid, will be in the Village of Hastings, in the Township of Madoc; so that when the pioneers who have lately undertaken to subdue the forest, shall come to the Village, they may justly consider themselves on the front, and along the line of direct communication either east or west. Thus it may very truly be said, that by building this road we are seconding the efforts of the Government to procure a speedy, complete and good settlement of the new townships lately opened for occupation. Yes, the settlers along the line of the Hastings Road may, if they see fit, leave their *now* remote abodes in the morning, and the same night sleep in Toronto, or the next day at 10 A. M. breakfast in Montreal. We think this is another sufficient reason to advance, why this road has a good claim on the Government for aid in land towards the undertaking; and we ask what more can be accomplished by the North Shore Railroad, or by the St. Maurice Railroad, than with every show of reason and common sense is here proposed to be accomplished by the Marmora and Belleville Railroad Company?

We do not desire to shut our eyes to the fact, that a Company has been incorporated to build a Tram Road from Marmora to Colborne, with a capital the same as our own. The full amount of its Capital must be subscribed, and ten per centum upon the whole amount paid in before it can go into operation. We do not intend to offer any remarks upon this scheme, further than to rebut some of the grounds taken up by its advocates, which may appear adverse to the interests of the Marmora and Belleville Road. We are aware of the line of argument set up by them for opposing the grant, which we seek from the Government.—They say, they are willing to build the Road by private enterprize, and that the Inhabitants of Rochester will aid them in the undertaking, with the view of obtaining the business. We do not believe that the people of Rochester are to be caught. But granted, even that this be done, it does not detract from the vast difference of the proposed undertakings

to extend and increase. Who shall deny, that from these Marmora Works, and objects of the two Companies. The Colborne Company proposes to take the Ore away from the country and ship it, but they do not contemplate manufacturing within our own country. If the Rochester people contribute anything, it will be with the view of obtaining the raw material, and returning it manufactured to Canada, and this, and this only is the object of the Company. Then why should their opposition or their reasoning avail? They have no Company within their limits to work their mines to advantage, all they ask, is to be made the conveyers of the raw material—to send it out of the Country, and then ask this Province to encourage the foreign mechanic and laborer, by reimporting the article in a manfactured state. Now the Marmora and Belleville Company propose no such thing; they propose to export such of the Ore as they will not use, but the chief object of the Company is, to support and aid the manufacturing of the various kinds of Iron required in Canada, so that a branch of trade and industry may be created, which will add materially to our wealth; by decreasing the annual amount of our importations, by which we shall be able to supply a new and growing want, namely, the rails for our own Railroads; and further to employ a large amount of convict labor, in manufacturing an article not now made, and at the same time relieving other national branches from competing with convict labor. We find this view not only sustained, but greatly strengthened by the Grand Jury at Kingston, who in their presentment, remarked upon this head:—

"The Jurors would also remark, that with reference to the application of convict labor within the walls of the Provincial Penitentiary, they conceive that a change might be made, which would be an act of justice, not only to the mechanic and tradesman, but to the Province at large. They would earnestly urge upon the Government the necessity of abolishing those mammouth workshops within the prison walls, whose labor is thrown upon the market, to the great discouragement of the honest mechanic, and to the injury of the Province, and institute in their place a manufactory of iron—thereby not only developing the resources of the Province, but also retaining at home large amounts of money in payments of the imported article; and they feel assured that owing to the proximity of unlimited quantities of the finest Ore, both on the Rideau and at Marmora, that a profitable manufactory of that kind could be established, and any number of prisoners be employed."

So that it does appear that others have turned their attentton to this fact, as well as we have. In fact, it is a point, that could not fail to excite the attention of any one, who would seriously consider the whole subject. Thus, while Belleville will be engaged in making Bar Iron, Nail Rod, and Boiler Plate, and establish Pad-lock factories, and other small wares connected with the Iron Trade, for which hundreds of thousands of dollars are annually sent out of the country, Marmora will be engaged in converting the Ore into Pigs and Blooms, and manufacturing Stoves, Ploughs, and Potash Kettles. We shall prepare to erect, and shall erect, if this Road is completed, a large extent of machinery at Kingston, to be worked by convict labor, in making Rails for the various Railroad Companies now at work, and which the exigencies of the times will continue

to extend and increase. Who shall deny, that from the Marmora Works the Rails which will be required for the Great Pacific Railroad, may not be manufactured? Who will dispute, that from this point the Rails may be as conveniently forwarded, for the whole line of Road as from any other? And surely it is no small point for consideration, to know, if encouragement be now given to this enterprize, that is the building of the Marmora and Belleville Railroad, that the Marmora Iron Company may be in a position to furnish the rails for the Pacific Railroad, which will assuredly be built and through Canada, by which the points desired to be reached can be attained by 2,350 miles less travelling than by any other. And are not these good and sufficient reasons why we should urge upon the Government the propriety of granting, and why the Government should grant aid in land to further the undertaking, even though the great enterprise of another line may seek to force us to take our trade to another country. We are sure the point, as we have here placed it, cannot be set aside—it cannot be overcome, and it is because we view it in the light of a provincial or national undertaking, that we are convinced the Government would be sustained in granting the aid sought after. The nonsense about reaching the lake may tell very well amongst people who know nothing of localities, but at all times and at all seasons of the year we can and do ship from Belleville quite as early, nay, earlier than any entries are made at the port to which our western neighbours seek to draw the trade. Besides, in Belleville harbour vessels can lay at ease and ship a full cargo, while it is not so with our neighbours to the west. Again, who doubts that it is to the east we must contemplate shipping our exports? but we take it the rail will take all the manufactures from Belleville and Marmora, while vessels freighted to Belleville with coal for working the Iron at the forges will take back a return cargo of Ore; so that while we import the Coal, we shall send back by return shipments the pay in our raw material, by which we shall hope to make the trade in every branch remunerative and national.

This is not the occasion to show what is contemplated to be done by the Iron Company at Kingston with convict labour, a future and another occasion will present itself, when we shall enlarge more fully upon this point; nor is it our desire to say anything upon this subject which has been said by others. We have therefore caused to be tranferred to this pamphlet opinions and views of the local press, upon the proposed construction of the Marmora and Belleville Road. The questions connected with it are not new to the gentlemen conducting our local press, and therefore it is satisfactory to find that they fully agree upon the various points touched upon, and in a manner which we cannot improve.

At a convenient period the Provisional Directors will issue a prospectus until when it is thought the contents of this pamphlet will afford sufficient information for those who desire to aid the undertaking.

G. BENJAMIN,

Belleville, Nov. 22nd, 1858. *Chairman.*

OPINIONS OF THE PRESS.

From the Belleville "Intelligencer."

October 52nd, 1858.

"The Provisional Directors of the Company, met on Friday 7th inst., and organized. The officers appointed are,

G. BENJAMIN, Esq., M.P.P., *Chairman.*
THOMAS A. LAZIER, Esq., *Secretary.*
ROBERT L. INNES, Esq., *Engineer.*

An order was passed for opening Stock Books, and we may now consider that the public is fully appealed to, to sustain the undertaking.—On more occasions than one, while we have been writing on this all important subject, we have pointed out the fact, that it is not a local enterprize; it is an enterprize, which will make the position of this Province, if our Rulers will but give it that aid and support, which they are so willing and ready to give to other branches of industry throughout the Province. It is not for the sake of the Road, that we thus appeal, but for the sake of the vast wealth, which lies buried in the interior of this County, and which cannot be advantageously brought out upon common Roads. Nothing short of a Railroad will accomplish the desired object—no other means can be resorted to, to enable us to successfully compete with the imported Iron from England, and other countries; but with this Road, we can so compete—with this Road we shall be able to engage in all branches of Iron manufactures; and by retaining large amounts of money in the Province, we shall be adding yearly to the wealth of the Province. The County of Hastings, has not failed to use its own energies to accomplish this much desired object; thousands upon thousands have been expended to construct excellent gravel and Macadamized Roads, to enable the Iron Company to bring out their wares to market; but still the price of freight and conveyance is too high; and as we have said before, but one alternative is now left; namely, the construction of a sufficient Railroad from Marmora to Belleville, whereby we can at all times bring out our wares and carry back such raw material as we require to convert the ores into marketable Iron.

It is said, that henceforward, this Province will require at least, $1,200-000 worth of Rails annually, to repair those roads already built, and in the course of building. It is also said, with strong assurance, and we believe the fact is not questioned, that the Marmora Works, can produce the blooms for marking rails, and then the machinery can be erected at the Penitentiary for the conversion of blooms into Rails. That by using the convict labor we shall be able to come into market upon equal terms with the foreigner, and we should relieve the other mechanical branches of the country, who are suffering from a competition with convict labor. So that if this can be accomplished we shall as soon as the works are in successful operation, save to the Province, in its balance sheet of trade, in this one article alone of $2,400,000.

Then at Belleville, it is proposed to erect the rolling machinery for all kinds of Bar Iron, Nail Rod, and Boiler Plates, together with the hollow and domestic wares that may be required. In Marmora, in addition to the conversion of the ore into Pigs, and Blooms, Potash and other Kettles can be made, and thus the whole machinery carried on with profit to the locality, and to the great advantage of the Province. The Marble and other valuable quarries will be opened and worked, and manufactures will rise up in every direction of the country. We shall increase in the amounts of our exports, but we shall make largely by those articles, for which we now have to send to England and other countries; by which the balance of trade is now constantly and heavily against us, but which will be greatly reduced, if this undertaking is supported, and carried to a successful termination, as it should be. For not only will the Marmora mines be aided by this Road, but the Madoc and Huntingdon mines, the Hungerford and Thurlow Mills, all will profit by it, and be enabled to enter the markets and compete with the rest of the world. But such an undertaking cannot be carried on by the locality alone, it must, and it ought to receive support from the Government. It is as much intitled to the consideration as any section of the country, and yet it has never received the least support. Now, however, matters are changed. If it is right to give to the Ottawa tens of thousands annually, for the sake of aiding the lumber trade, then it is right to come to the relief of this Company, and assist it to pour the mineral wealth of the Province into the markets of the world. If it is right to give to the St. Maurice Navigation and Railway Company, 1,500,000 acres of the best land in the Province, to enable that Company to open a fertile section of the Province, for settlement, then it is right that the Marmora and Belleville Railway Company should receive its 500,000 acres of land, to aid in developing the Mineral resources of the country, and laying the foundation of such a trade, as will one day make Canada for the Continent of America, what England is now for the world. We have a just, we have an honest claim upon the Government, for aid in this undertaking, and we did expect, that the wished for aid would have been extended with the passage of the Act of Incorporation. We have good reason for knowing that the Ministry are seriously anxious for the success and prosperity of the undertaking of the Marmora and Belleville Railway Company. So that we feel confident the aid asked for, since the Province is interested in more ways than one, will be conceded at an early day. With this conviction, and we now write upon a subject that has nothing to do with party, all are alike interested, all are alike eager for its success. We desire to call upon our inhabitants, to consider the question well, and to bring every effort to bear, to accomplish the objects arrived at by the Act of Incorporation. All know the efforts and energy of the Member for North Hastings, in working out measures which he may undertake, and we should one and all give him our best efforts to enable him to carry through a project, which involves not only our interests, but the interests of the Province at large.

The plan of the survey was exhibited, on Friday 7th, at the room in

which the Directors held their meeting, and although the line does not reach every point, yet we believe there are but few points of any importance to which it could not be made available by adopting the plan of a tram to each point not reached, and by making a slight curve in one section of the Road. However, this is a point for the due consideration of the various localities, and one which we have good reason for knowing already engages their attention. We do not feel it necessary to show what the Iron Company could accomplish, but we make a summary from the report of the Engineer, showing what work is expected, and what traffic the road will enjoy.

The cost of the road in round numbers, including Rolling Stock and Station Houses, is	$600,000
The expected traffic is set forth as follows:—	
50,000 tons of Ore for exportation, at $1 00 per ton	$50,00
2,000 tons Pig and Blooms, not including any calculation for Iron Rails, at $1,20 cts.	2,400
1,000 tons of Coal at $1,00	1,000
4,000,000 feet of Lumber, at per M. $2,00	8,000
Potash, Grain, Flour, Cattle, Pork, Marble, &c., &c.	24,000
Passengers and Mails	5,000
	$90,400
Deduct working expenses, 33⅓ per cent.	30,133
	$60,267

Which shows a net profit upon the capital to be invested of over ten per cent per annum. We refrain from offering any other view for the consideratian of the public just now, but it will be remembered if the anticipated aid of a grant of land is obtained, and of which we can hardly entertain a doubt, after what we have heard, this profit will rise from *ten* to forty per cent."

From the "Hastings Chronicle."

October 13th, 1858.

In another place will be found the proceedings of the first meeting of the Provisional Directors of this Railway. It will be seen that all was done that could be done at the first meeting. With what success this preliminany step will be attended, remains with an interested public to say. As this important undertaking is fairly before the public, it is fitting that they should be in possession of some of the many weighty reasons why it should be warmly and liberally supported, not only by this County, but the whole Province. The wealth which this Road will open up, and the advantages it will bring, are not confined to the County of Hastings, but will be extended to the whole of Canada. The truth of this observation will be apparent by taking a few simple statistics into consideration.

From this time out the Province will require, according to estimate, for the repair of Railroads alone, not less than $1,200,000 worth of Rails,

weighing from 15,000 to 17,000 tons. If these are made in Canada, it will be equal to a saving in the amount of trade to double the cost, or $2,400,000. If the Marmora Works are set into active operation (and this cannot be done without a Railway,) in two or three years we shall be able to produce the required amount of Rails. This item of trade alone is a sufficient reason why the Road should find favor with a Canadian public; because at this rate it would not take three years to pay for the Road, by the saving effected in our Provincial trade in this one article.

In addition to this, we can then make a large quantity of Bar Iron—a large quantity of castings, sued as potash kettles, stoves, ploughs, and other farming utensils. The castings would all be made at Marmora—the bar, nail-rod, and plate, would be made at Belleville—and the Railroad iron it is proposed shall be made at Kingston with Penitentiary labor, because the cheapest. This would enable us to produce a cheaper as well as a *better* article (because the iron is better) than the English or foreign manufacturer. By this means also the convict labor would be employed to advantage to the Province and themselves, and not to the detriment of honest and useful mechanics, who cannot afford to compete with convict labor. The computed cost of the Road is £4,500 per mile, including Rolling stock, necessary freight cars, and trucks for the peculiar traffic of the Road. The estimated cost of the whole road is set down at £142,000. It is not necessary to go into details.

The estimated traffic return from the Road when in operation is 50,000 tons of ore yearly, at 5s. per ton freight,..... £15,000
Pig and other Iron, at 5s. per ton,..... 600
Coal, do. 250
Lumber, do. 2,000
Potash, Grain, Flour, Pork, Cattle, Marble and other articles,.. 1,250
Passengers and Mails,..... 1,250

£25,600
Deduct working expenses, 33½ per cent,.....£7,538 6 8
Leaving a net profit of.....£1,556 13 4

This would yield over 10 per cent, on the capital to be expended in the undertaking. Say as above, £142,000. This is calculating that the whole amount of the capital is called in, which is not contemplated.—If however, the Government grant of land in expectancy is recieved, not more than one-fourth of subscribed stock will be called for; then the return, according to above calculation, will be on capital actually paid 40 per cent. These calculations have been made by a gentleman of great experience and intelligence in these matters, and are on that account fully reliable.

Besides this, it is obvious that extensive Iron works will be established here and in other places, and the extraordinary facilities afforded for the manufacture of this article, will attract foreign capitalists, and foreign labor, and we must go on and prosper in the same ratio that England did after she commenced her Iron works. Is is therefore a matter of vital

importance to the Province, and particularly so to the people of this Country, that the Road should be built. It is not a matter of party politics or local interest. It rises far above these considerations, important as they may be to many. While we know that the people here are prepared to look upon the undertaking in this light, we trust that it may receive the same enlightened treatment from the Government of the day, or that which may succeed hereafter.

From the Belleville "Intelligencer,"

October 29th, 1858.

In all that we have ever written upon the subject of the Marmora Iron Works, and in fact of the mineral wealth of the interior of this County, for in our opinion vast as are the Iron deposits in the Township of Marmora, they are equally great in the Township of Madoc; we have always contended that the Province at large was deeply interested in bringing these great sources of wealth into active operation. Better than fields of Gold, more productive than mines of silver, if brought into healthy operation by well directed enterprize and labor. Sources of wealth not to be exhausted, and never dependant on flood, tide, or season, but ever yielding a steady and a healthy occupation to the industrious artizan, mechanic and laborer, each in his calling. We ask our readers to give the following extract, from a report of the Iron trade in England, furnished in the columns of the *Daily News*, a careful consideration, and then to accompany us in our application of the same rule there laid down, to the wealth we have within our borders :—

"Such vast strides have been made in mechanical invention, and so great is the mineral wealth of this country, that if it were not for these, the following statistics from a well authenticated source, would appear incredible:—Since 1784 the quantity of rolled iron has exceeded 3,000,000 tons, which includes upwards of 3,000,000 tons of rails. More than 9,000 miles of double lines of Railway have been made in Great Britain, and probably not less than 300,000 miles of iron wire has been used in Europe and America for railway telegraph conductors, besides 8,000 miles of telegraph iron cable encircled by an armor of 25,000 tons of twisted wire. England is at present making more rolled iron than all the other nations united can produce; *and we have only to maintain our character for quality, and we shall stand, as we have hitherto done, the foremost amongst the nations of the earth.*"

First observe that we have the great advantage over our mother-land, by starting with all the experience and benefits desirable from the mechanical inventions referred to, and if the mineral wealth of England is great, ours is equally so, and with the exception of coal, we stand in a far superior position. And even coal can be obtained, and laid down at the required points, at a rate so low, and constantly decreasing, that the want of it is scarcely felt.

Let us for one moment take into consideration the quantity of Railroad Iron we have required in Canada. We compute that we have in all about

2,150 miles, equal to about 115,000 tons. For this we have probably sent out of the country about $6,670,000. Now if our own Mines had been in operation—if Canada had converted a portion of her Iron Ore into so much gold, not only, should we be so much less in debt, but we should have the amount amongst us, which would make $13,340,000, difference in our financial position. We therefore must repeat and insist, that to encourage the making of iron in this country, is national, and not local.—And it would have been much better for the country, and for the companies, to have been able to furnish, and buy the required quantity of Rail in Canada, even at an advanced price, than to have become, by so much more the debtor to the English capitalists, as we have been obliged to become, because we have failed to call into existance the hidden riches of our mineral Townships.

We next desire to call the attention of the reader to the few words which we have printed in italics, in the above extract. They will learn from it, that in the opinion of the Iron Masters, who have got up and signed this report, that by maintaining the position they occupy, they believe the country will continue to stand foremost amongst the nations of the Earth, and no doubt it is so. No doubt that England's Iron trade has done more for her, to maintain her good and glorious position amongst the nations of the world, than any other branch of her industry. For the reader will be pleased to remember, that the above extract only furnishes a *branch* of this branch of England's trade, and in the period stated, without computing the cost of Telegraph wires, she has brought into the coffers of those of her sons engaged in this trade, at least $1,800,000,000. Yet a century ago, these mines were not thus productive; they had to commence the same as we have. England was not always the leading nation of the world, as she how is; but we insist, that her Iron trade, has enabled her to become what she is, and what she is likely to continue by the energy and enterprize of her people. And why shall not we do likewise? Why shall not the government give encouragement an aid to such undertakings? Why shall she not give of the unproductive to make this productive beyond question? Surely the question of a nation's permanent wealth, cannot, must not, be considered a party question; it is not so considered in this county, and if we happen to be in the locality where these mines of hidden wealth are buried, it becomes our duty to point them out. It so happens that this wealth is some distance from water, or rail, and it must have the facilities of the age, to bring it into market, the inhabitants will venture their quota, and the government, if it desires to claim the name of parental, must yield its quota. If this be done, the wealth is sure, and the country will rise in proportion as the labor developes the vast abundance of the interior of the country. Great facilities have been afforded to those who were engaged in the lumber trade, large amounts of money have been expended on the streams, which have floated this branch of our trade to market. Millions of acres have been granted in other directions, to enable men to build a road leading to the wilderness and the forest, so that these might be subdued? Why not

then encourage this branch of our trade? Why not seek to make Canada what she should be, a manufacturing country, as well as an agricultural country. If the two are brougbt into operation, each serving as the handmaid to the other, we shall have no more broken intervals of country, but we shall pass from agricultural districts into mining and manufacturing districts, and the whole country will become one hive of industry. We believe the people of this section of the country are alive to the vast importance of the question, and we have no doubt strong efforts will be made to sustain the exertions of those gentlemen, who are the pioneers of the undertaking, and shew to the government, that in this matter they have the support of a united people.

ENGINEER'S REPORT.

To Thomas A. Begly, Esq., Secretary, Department Public Works.

Sir—I have the honor to report, for the information of the Commissioners of Public Works, the result of a Survey of a line or Road, from the Port of Belleville, to the Iron Works at Marmora.

As the Survey, the Commissioners were good enough to put under my charge, was for the purpose of establishing the shortest feasible route between the above points, for the purpose of constructing a Railway, Tramway or Macadamized Road. I have after a careful examination, selected a line, of which the Plan and Section, together with the estimates accompany this Report.

The distance between the Port of Belleville and the Iron Works at Marmora, by the route laid down, is 32¾ miles. Its southern terminus connects with the Bay of Quinte, at Belleville, where there is a secure Harbor, and depth of water sufficient for any vessels navigating the Lakes. From the Harbor, the line runs for one mile in length, through Pinnacle Street, one of the principal Streets of the Town, (which course is approved of by the Corporation,) and crosses the River Moira, at its junction with that street. From this point the road runs in a northerly direction, keeping the valley of the Moira River, and passes through the Village of Smithville, to the Oak Hills, which is a continuation of the same range,

that is crossed by the Cobourg and Peterboro', and also by the Port Hope and Lindsay Railways. I have taken advantage of the course of a stream, which is supplied by the water shed from the hills, and have obtained a tolerably good crossing. The summit level at this point, is 262 feet above the Bay of Quinte. The ascent will be accomplished by means of two inclined planes, one of 1474 yards in length, with a rise of one foot in each one hundred and sixteen feet, or forty-five feet to the mile; and the other of 1540 yards in length, with a rise of one foot in each ninety-one feet, or fifty-eight feet to the mile. From the Oak Hills the line diverges to the eastward, to secure favorable gradients, and passes through the Township of Huntingdon, crossing the Macadamized road, from Belleville to Madoc, at a point about 8 miles distant from the Village of Madoc. From this latter point, the direction is north westerly, through the Townships of Rawdon and Marmora, to the terminus at the Iron Works, situated on Crow River, which river is navagable to Marmora Lake, on the shores of which the ore beds are situated.

The summit level is 29 miles from Belleville, and is 400 feet above the Bay of Quinte, which gives an inclination from north to south, or in the direction of the movement of the bulk of the traffic, of one foot in each three hundred and eighty-two feet, or fourteen feet to the mile, a circumstance favorable for the transport of heavy freight. There are but two exceptional gradients; one of one foot in each ninety feet, for 880 yards, and one of one foot, in each eighty-six feet, for 726 yards in length; the gradients going south, with the exception of the two just mentioned, would compare favorably with any existent line of Railway; while those going north, with the exception of that at the Oak Hills, in no case exceeds one foot in each one hundred and six feet.

The cuttings are through clay and limestone rock, of the latter there is not much, and in most cases it would be easily moved, the total quantity is 439,025 cubic yards, or an average quantity of 13,405 cubic yards per mile. I have in some instances curved to avoid as much as possible heavy cuttings.

The width of cuttings and embankments at formation level, is sixteen and one half feet, a slight increase to the width in cuttings would be advantageous, as it would render them less liable to the effects of snow drifts and ice in the winter season. I have in this case, as well as every other portion of the work connected with the line, avoided as much as

possible, increasing the construction estimate, as I trust the returns from the road will warrant any slight additions that may be found requisite.

In no case is there a curve with a less radius than 2,015 feet, which only occurs once, there are two with a radius of 2,605 feet each, but they are immediately adjoining the Town of Belleville, and being near a terminus, even with a less radius would not be objectionable, the usual curvature is from 3,000 to 4,000 feet radius.

It will be necessary to construct a Wharf at Belleville, as those at present in use are too slightly constructed to bear the great pressure exerted by a quantity of Iron Ore or Pig Iron. I have estimated for one of 600 feet in length, and 24 feet in width, to be formed of Timber Crib work, and filled in solid with stone. It would be advisable to adopt measures to facilitate the loading of vessels with Ore, either by forming an inclined plane or a travelling crane, by which means the box could be at once lifted from its truck, and its contents deposited in the hold of a vessel, thereby effecting a saving of both time and labour.

I have estimated for a sheet iron girder bridge over the River Moira, the total length to be 200 feet, divided into three spans of 60 feet each. The difference in cost between a wooden and iron superstructure is more than compensated for by the durability and safety of the latter over the former. No other streams of any magnitude have to be crossed, and but one road crossing will require a bridge.

The culverts will not be more numerous than is usually required for such works.

The Station buildings are of the plainest description. Those at Belleville to be of Brick, and the others, that is to say at Smithville, Madoc Road and Marmora, to be mere temporary sheds, sufficient to protect goods or passengers from the inclemency of the weather. The engine stable is sufficiently large to accomodate four Locomotives, and is provided with a Turntable. As the great bulk of the traffic of the line is expected to be in Iron Ore, Pig Iron, Marble and Lumber, extensive sheds or station accomodation is not required.

The estimate includes ballasting to a depth of eighteen inches, and as some of the cuttings are through gravel hills, it can be done at a reasonable cost.

Ties of Cedar, Tamarac or Oak, can be procured at short distances from the proposed line, and at a reasonable cost. It is proposed to place them 2 feet 6 inches apart, from centre to centre.

It would not be advisable to lay rails weighing less than 50 lbs per yard, of a T pattern, secured to the ties with cast iron chairs weighing from 18 to 20 lbs each, and spiked down with 6 inch spikes. The cast iron chair, although more expensive than the wrought iron one, is better adapted for a light rail and a heavy traffic. Although a rail weighing 50 lbs to the yard, is lighter than is generally adapted now, yet I consider they will be sufficient for the light Engines, and the slow rate of speed required for the purposes of the Road. The general surface of the Road being a descendant gradient in the direction of the movement of the major part of the traffic, but a small expenditure of locomotive power will be required, therefore light Engines may be adopted, and a saving effected in the wear of the permanent way.

Sufficient allowance has been made for Sidings.

The rolling stock will be of the cheapest description, being for the most part mere Trucks; the body of the Truck should be made of Boiler plate, with handles attached for the purpose of lifting the box on or off the Truck, by the assistance of a Crane, the bottom to drop down by means of hinges, similar to the shovel of an excavating machine. By this means but little time would be lost in loading or unloading, and an Engine would not be kept standing with steam up. The estimate does not include the wrought iron boxes, but merely the carriages for them. It would be the duty of parties supplying the Ore to furnish their own boxes.

The opening up of the northern part of the County of Hastings, would be not only a Sectional, but a great Provincial benefit. Situated as Marmora is, 32 miles from any port, without any means of communication, except that afforded by a cheaply constructed and insufficient Macadamised road; the expense of hauling over which, prevents the possibility of a remunerative trade being established, and that which might be made to form a large source of revenue to the Province, is rendered comparatively valueless.

The cost of carriage by waggon, from Marmora to Belleville, is at present about nine pence per ton per mile, while by a properly constructed

Railway, the cost would but little exceed one penny and three farthings per ton a mile. The time occupied by waggon, is 24 hours in going and returning, while by Railway it would be but 4 hours.

The Manufacture of bar iron which is now successfully carried out, and specimens of which have been converted into Steel in Sheffield England, and pronounced equal to either Swedish or Russian iron, which commands in the English market from £30 to £35 per ton, is at a cost which must prevent its ever becoming as it should be, one of the staple commodities of the country, from the great expense attending the hauling of bituminous coal from Belleville, its nearest Port.

The capabilities of the Marmora and Madoc Ores, for the manufacture of superior Iron and Steel, has now become a matter of certainty. Mr. Hunt, Chemist and Mineralogist, to the Geological survey, in his report for the year 1855, addressed to Sir W. R. Logan, speaks of the Ores lying north of the St. Lawrence, as being of the purest and richest discription. Many of the magnetic and hematite Ores of Canada, are almost chemically pure, such are those of Marmora, Madoc, &c. He also states, that with the new and economical processes of 'Chenot,' a valuable Steel Ore will be sought for, even in a distant country, and may be advantageously transported in a crude state, to the localities where fuel and labor are most available. Mr. Evans, one of the Directors of the Marmora Iron Company, on a recent visit to England, had some Steel manufactured from Marmora Iron, and states that 35,000 tons of Pig Iron would be annually consumed in Sheffield alone, if it were possible to supply them with that quantity.

The encouragement of the Ore trade, would be the means of enabling the Company to manufacture more largely, and all that is required, is facility of transport of the raw material, for the establishing of Blast Furnaces in any frontier Town in the Province, which manufacture if encouraged by a protective duty, would become a source of industrial wealth, and afford employment to numerous operatives. Mr. Evans, also states in a communication to me on the subject, I speak advisedly when I say that we could sell in the United States alone, 50,000 tons of Ore yearly, and I have now before me applications from several parties, both in England and France, for Ore, which if a Railway were in operation, connecting Marmora with the navigable waters of the St. Lawrence at its nearest point, we could with profit supply, and the demand in England alone,

would I believe only be limited by our means of exportation, and the parties in France who are in correspondence, are those who have the monopoly of 'Chenot's' patent so favorably mentioned in the last Geological report; they cannot use any other than the rich Ore of Marmora, or Ore of a similar quality, and they write me they are willing at once to contract for 14,000 tons a year, at a fair price, and that their wants will increase yearly. It will thus be seen that the traffic for the road is not a speculative one, and that the Ore business alone, would warrant a fair return for the capital invested in the construction of the Road.

I would not wish to be considered as drawing an inviduous comparison between the proposed Marmora Road, and other feeders of the Grand Trunk already constructed, but if those lines calculated as they all are, to open up and develope the resources of their several localities, have claims, which are considered of sufficient importance to bring them under the favorable notice of the Government, this line has still stronger claims, from the fact of its being the first steps towards the establishing of a most important manufacture, which is intimately connected with the well being of the Province.

The absence of Bituminous or Anthracite coal, may be fairly considered as a serious drawback; but when it is taken into account, that the Marmora Company have the right to cut wood on twenty thousand acres of land, and that each acre produces, on an average 35 to 40 cords of wood, and that each cord of wood will yield about 45 bushels of charcoal, each ton of Iron requiring 135 bushels of charcoal or 3 cords of wood in its manufacture, it would require 70 years to exhaust the present stock of fuel, manufacturing at the rate of 10 tons per day, a length of time to warrant the assumption of the regrowth of the forest. The Ore of Marmora being much superior in quality to any found in connection with the coal measures, will insure its being an article of commerce, and will facilitate the importation of coal, as a return cargo.

The suggestion of rolling Railway Bars by convict labor at Kingston, which I suppose has already been brought under your notice, is entitled to consideration. By a mixture of about equal parts of Marmora Iron and old rails, very superior bars may be produced. The quantity annually required for the Railways in operation in the Province, will be very great, and would not only form a source of Revenue, but would employ

convict labor in a manner not at all interfering with existing interests, and would remove a cause of serious discontent among the operatives of the different mechanical arts.

The Townships of Thurlow, Sidney, Huntingdon and Rawdon, through which the proposed line passes, are well settled, and good agricultural Townships; their assessed value, together with Marmora, amounted in 1856, to two millions six hundred and sixty-three thousand three hundred and twenty-four dollars. There are in Belleville and its environs six large Flouring Establishments, which are supplied with wheat principally from those Townships; in addition to which there are similar establishments at Stirling, Madoc and Marmora, and Wallbridge's Mills, the latter having been erected at a great cost, is evidence of the importance of the trade. The quantity of Flour exported from Belleville in 1855 and 1856, was nearly 100,000 barrels, each year, besides 10,000 bushels of coarse grain.

The Lumbering establishments situated at Belleville, and on the River Moira are very numerous; they, as well as the Trent Mills, are supplied chiefly with logs from the country lying north of Marmora and Madoc, and as there are great facilities for manufacturing lumber at Marmora, a large business for the road in that article, can confidently be calculated on.

The amount for passenger traffic will exceed that of my return; there are at present, five daily stages employed in this business; the new Hastings Road Settlement, the villages of Madoc, Marmora, Stirling, Smithville, and Canifton, affording remunerative employment to each, in addition to which, the impetus given to the Iron Trade, by the construction of the Road, will have the effect of increasing the number of passengers, so that the present number of persons traveling, is no criterion of the future amount, as facilities for traffic always increase traffic.

There is certainty of a large business being created by the carriage of Marble, with which that region abounds and a building recently constructed in Belleville, of that material, is satisfactory evidence of its adaptability to the purposes of ornamental architecture.

In the selection of the route above described, I have carried out as nearly as possible, the instructions I was honoured with by the Commissioners; namely, to select the most eligible track for a Railway, Tramway or Macadamised Road, suitable for the traffic contemplated between the Village of Marmora and the Bay of Quinte, at Belleville. By referring

to the estimate it will be seen that there are no engineering works of any magnitude, and that I have carried out the strictest principles of economy, consistent with the effective working of the line.

To secure local advantages and to give facilities for the developing to the mineral resources of a greater area of Country, a line might be adopted, keeping to the eastward of the present one. By following up the valley of the Moira River, and passing through the Village of Tweed, in the Township of Hungerford, from thence passing as close as practicable to Mr. Flint's new Village of Troy, (where I am given to understand there are valuable Marble Quarries) to Madoc, where there are extensive beds of Iron Ore, and also Marble Quarries which are at present, partially worked, from Madoc the line might be taken as direct as possible to Marmora. Of the engineering features of the route, I am not in a position to give an opinion, as I have not made any surveys. The distance, by this route would be incresed by about ten miles.

The construction of two branch lines, from the one at present selected, would add materially to the resources of the Road, one to Stirling, of about five miles in length, and one to Madoc, of about eight miles in length, the latter branch would not only develope the Mineral resources of the Township of Madoc, but would be a great assistance to the settlement of the Country, along the line of the new Hastings Road, recently constructed by Government. The increase of the estimate by the building of these lines would be about fifty thousand pounds, but the traffic returns, would be materially increased particularly in passengers and light goods.

The working expenses of a line of the character of the proposed Belleville and Marmora one, will be small when compared with others, which derive their chief support from passenger and goods traffic. It will be necessary to keep but few officials, and the slow rate of speed required, and the facility of obtaining fuel, will enable it to be worked, at a comparatively trifling cost. I have estimated the working expenses at 33⅓ per cent. of the gross earnings.

Of the extent of the traffic of this line, it is difficult to form even an approximate estimate, as the quality of the Ore is such, as to warrant its becoming an article of export, and the supply being as it is, practically

speaking unlimited, the assumption that fifty thousand tons of Ore will pass annually over the road, is rather under than over the quantity that may fairly be calculated on.

In the foregoing remarks I have been induced to dwell at some length on the importance of the undertaking, from a firm conviction that it is one fraught with much ultimate benefit to the Province.

A properly constructed Macadamised Road, would no doubt prove very beneficial, but yet I trust the importance of the trade, may lead the commissioners to the consideration of the advantages to be obtained by the construction of a Railway or Tramway, as the only means of establishing a trade in Iron Ore, and of developing the the vast Mineral resources of this favored locality, and the opening out of a new branch of industrial wealth.

I have the honor,
to be Sir,
Your obt. sevt.,
ROBT. L. INNES,
Civil Engineer.

Belleville, May 1st, 1858.

SUMMARY OF ESTIMATE FOR RAILWAY.

Wharf, Bridges, and Culverts	£ 6,665	2	0
Station Buildings and partial Fencing	4,825	0	0
Earthwork, Formation and Ballast	52,046	5	0
Superstructure, including Ties, Rails, Chairs, Spikes and Laying	53,368	17	2
Land Damages, Engineering, Management and Law Expenses	14,900	0	0
Rolling Stock	10,810	0	0
	£142,615	4	2
Add for contingencies	7,384	15	10
	£150,000	0	0

TRAFFIC RETURN.

Iron Ore, 50,000 tons per annum, at 5s. per ton	£ 12,500	0	0
Pig and Bar Iron, 2,000 tons per annum, at 6s. per ton	600	0	0
Coal, 1,000 tons per annum, at 5s. per ton	250	0	0
Lumber, 4,000,000 feet, at 10s. per thousand	2,000	0	0
Miscellaneous, Freight, Marble, Grain, Flour, Potash, &c.	6,000	0	0
Passengers and Mails	1,250	0	0
	£22,600	0	0
Deduct working expenses 33⅓ per cent	£ 7,533	0	0
	£15,066	13	4

Or 10 per cent. on the construction estimate.

R. L. INNES, *C. E.*

Belleville, May 1st, 1858.

APPENDIX.

AN ACT TO INCORPORATE THE MARMORA AND BELLEVILLE RAILWAY COMPANY.

An Act to incorporate the Marmora and Belleville Railway Company.

WHEREAS certain persons have petitioned that an Act may be passed, authorizing the construction of a Railway from the Marmora Iron Works, in the Township of Marmora, in the County of Hastings, to the shores of the Bay of Quinte, in the Town of Belleville, in the said County; and whereas such a Railway would greatly advance the interests not only of the County aforesaid, but of the country generally, by assisting to bring out and develope the mineral resources of the country, and render more available the lands open for public settlement, in the rear of the said County of Hastings: Therefore, Her Majesty, by and with the advice and consent of the Legislative Council and Assembly of Canada, enacts as follows:

1. Nathaniel Stephen Appleby, of Shannonville; Francis McAnnany, Henry Corby, George Benjamin, Lewis Wallbridge, Henry Gillespie, George Neilson, Benjamin Fairfield Davy, Philip Hambly, John Bell, Charles Levesconte, John O'Hare, Robert Read, James Brown, William Hope, all of the Town of Belleville; Solomon Johns, and Lauchlin Hughes, of the Township of Marmora; David B. Johns, James Cook, and William Baker, of the Township of Rawdon; Alfred F. Wood, John R. Ketcheson, and William H. Tumblety, of the Township of Madoc; Abraham L. Bogart, and Felix Gabourie, of the Township of Hungerford; Daniel Thomp-

son, of the Township of Elziver; James Archibold, James Hagerty, and Philip Ketcheson, of the Township of Huntingdon; Caleb Gilbert, and George Taylor, of the Township of Sidney; David Clapp, Delu Ham, and Alexander Wilson, of the Township of Thurlow; George Gordon of the Village of Trenton; Alexander McLearn, of the Township of Tyendinaga, all of the County of Hastings; and Archibald John Macdonnell, George Cumming, and John Flanigan, of the City of Kingston, in the County of Frontenac, together with such other person or persons as shall, under the provisions of this Act, become shareholders in the Company hereby incorporated, shall be and are hereby ordained, constituted and declared to be a body corporate and politic, by and under the name of the "Marmora and Belleville Railway Company."

2. The several clauses of the Railway Clauses Consolidation Act, with respect to the first, second, third and fourth clauses thereof, and also the several clauses of the said last mentioned Act with respect to "interpretation," "incorporation," "powers," "plans and surveys," "lands and their valuation," "highways and bridges," "fences," "tolls," "general meetings," "Directors, their election and duties," "shares and their transfer," "municipalities," "shareholders," "actions and indemnity," and "fines and penalties and their prosecution," "working of the Railway," and "general provisions," shall be incorporated with this Act, and shall accordingly apply to the said Company and the said Railway, except only so far as they may be inconsistent with the express enactments hereof; and the expression "this Act," when used herein, shall be understood to include the provisions of the Railway Clauses Consolidation Act which are incorporated with this Act and the several Acts amending the same.

3. The Company hereby incorporated and their servants and agents, shall have full power to lay out and construct a Railway from the Marmora Iron Works, in the Township of Marmora, in the County of Hastings, to the shores of the Bay of Quinte, in the Town of Belleville, in the County aforesaid, according to any line they shall select, as near as practicable to the line surveyed and laid down by Robert Lawder Innes, Esq., civil engineer, with such deviation for the public accommodation as may be deemed advisable, with full power to pass over any portion of the county between the points aforesaid, and to carry the said Railway through the Crown lands lying between the points aforesaid, and shall be entitled to charge fares and freight for passengers and goods carried by the said Company.

4. The capital of the Company hereby incorporated shall be six hundred thousand dollars, (with power to increase the same in the manner provided by the Railway Clauses Consolidation Act,) which said capital shall be raised in twelve thousand shares of fifty dollars each, and every such share shall entitle the proprietor, on every occasion when the votes of the shareholders are given, to one vote for every such share.

5. From and after the passing of this Act, the said Nathaniel Stephen Appleby, Robert Read, Charles Levesconte, James Brown, George Benjamin, George Neilson, Solomon Johns, John Bell, Lewis Wallbridge, John O'Hare, John R. Ketcheson, and Archibald John Macdonnell, shall be Provisional Directors of the said Company for carrying into effect the object and purposes of this Act.

6. Deeds and conveyances under this Act for the Lands to be conveyed to the said Company for the purposes of this Act, shall and may, as far as the title to the said lands or circumstances of the parties making such conveyance will admit, be made in the form given in the Schedule to this Act marked A; and the Registrar of the County of Hastings is hereby required to register in his registry books such deeds, on the production thereof and proof of execution, without any memorial, and to minute every such entry on the deed, and the said Company shall pay the Registrar therefor two shillings and six pence, and no more.

7. It shall and may be lawful for the Provisional Directors for the time being of the said Company, or a majority of them, to supply the place or places of any of their number from time to time dying or declining to act as such Provisional Director or Directors, out of the several subscribers for stock in their said Railway to the amount of four hundred dollars each during the period of their continuance in office; And such Provisional Directors, except as hereinafter provided, shall be and they are hereby invested with all the powers, rights, privileges and indemnities, and they shall be and are hereby made subject unto the like restrictions as the elective Directors of the said Company, upon their being elected by the Stockholders of the said Company, as hereinafter provided, would, under the provisions of the Railway Clauses Consolidation Act, and of this Act, become invested with or subject unto respectively.

8. When and so soon as shares to an amount equivalent to one hundred and fifty thousand dollars in the capital stock of the said Company shall be taken, and ten dollars per centum thereon shall have been paid into some one of the chartered Banks of this Province, and which said amount shall not be withdrawn from such Bank or otherwise applied except for the purpose of such Railway or upon the dissolution of the Company, it shall and may be lawful for the Provincial Directors of the said Company for the time being to call a meeting in the Town of Belleville, of the subscribers for a stock therein, and who have paid ten per centum theron as aforesaid, for the purpose of electing Director of the said Company; Provided always, that if the said Provisional Directors shall neglect or omit to call such meeting, then the same may be called by any of the holders of shares in the said Company, holding amongst them not less than an amount equivalent to sixteen thousand dollars; and of any meeting so called by the Provisional Directors, or by the Shareholders as

aforesaid, public notice shall be given in at least two newspapers published in the Town of Belleville, for one month immediately proceeding the time of such meeting. And at such general meeting the shareholders assembled, with such proxies as shall be present, shall choose nine persons to be Directors of the said Company, being each a proprietor of shares therein to an amount not less than six hundred dollars, and shall also proceed to pass such rules and regulations and by-law as shall seem to them fit, provided they be not inconsistent with this Act.

9. The Directors so appointed, or those appointed in their stead (at a meeting to be called for that purpose under the conditions aforesaid) in case of vacancy, shall remain in office for one year, or until such time as shall be provided for by the by-laws, and the Stockholders shall, yearly, in like manner, at such time and place as shall be provided for by the by-laws, meet and elect Directors in the room of those whose period of office shall have expired, and generally to transact the business of the Company; but if at any time it shall appear to any ten or more of such Shareholders, holding together five hundred shares at least, that a special general meeting of the Shareholders is necessary to be held, it shall be lawful for such ten or more of them to cause fifteen days' notice at least to be given thereof, in such newspapers as are hereinbefore provided, specifying in such notice the time and place and the reason and intention of such special meeting respectively, and the Shareholders are hereby authorized to meet pursuant to such notice and proceed to the execution of the powers by this Act given to them, with respect to the matter so specified only; and all such acts of the Shareholders, or the majority of them, at such special meetings assembled (such majority not having, either as principal or proxies, less than two hundred and fifty shares) shall be as valid to all intents and purposes as if the same were done at annual meetings.

10. It shall be lawful for the Directors of the said Company for the time being, to make, execute and deliver all such scrip and share certificates, and all such bonds, debentures, mortgages or other securities, as to the said Directors for the time being shall, from time to time seem most expedient for raising the necessary capital for the time being, authorized to be raised by the said Company, or for raising any part thereof; Provided always, that the portion of the capital to be raised by bonds, debentures or mortgages, shall not exceed four hundred thousand dollars.

11. All bonds, debentures and other securities to be executed by the said Railway Company, may be payable to bearer, and all such bonds, debentures, or other securities of the said Company, and all dividends and interest warrants thereon respectively, which shall purport to be payable to bearer, shall be assignable at law by delivery, and may be sued on and enforced by the respective bearers and owners thereof, for the time being in their own names.

12. Any meeting of the Directors of the said Company, at which not less than five of such Directors shall be present, shall be competent to exercise and use all and every of the powers hereby vested in the said Directors.

13. Calls may be made by the Directors of the said Company for the time being: Provided that no call to be made upon the subscribers for stock in the said Railway Company, shall exceed the sum of ten dollars per centum subscribed for by the respective shareholders in the said Company, and that the amount of any such calls in any one year shall not exceed fifty dollars per centum upon the stock so subscribed: Provided also, that upon the occasion of any person becoming a subscriber for stock in the said Company, it shall and may be lawful for the Provisional and other Directors of the said Company, for the time being, to demand and receive to and for the use of the said Company, the sum of ten dollars per centum upon the amount so by such person respectively subscribed, and the amount of such calls as shall have already been made payable in respect of the stock then already subscribed, at the time of such person respectively subscribing for stock.

14. And whereas it may be necessary for the said Company to possess gravel pits, and lands containing deposits of gravel, as well as lands for stations and other purposes, at convenient places along the line of Railway, for constructing and keeping in repair, and for carrying on the business of the said Railway; and as such gravel pits and deposits cannot at all times be procured without buying the whole lot of land whereon such deposits may be found; Therefore, it shall be lawful for the said Company, and they are hereby authorized, from time to time, to purchase, have, hold, take receive, use and enjoy along the line of the said Railway or separate therefrom, and if separated therefrom, then with the necessary right of way thereto, any lands, tenements and hereditaments which it shall please Her Majesty, or any person or persons, or bodies politic, to give, grant, sell or convey unto, and to the use of, or in any trust for the said Company, their successors and assigns, and it shall and may be lawful for the said Company to establish stations or workshops on any of such lots or blocks of land, and from time to time, by deed of bargain and sale or otherwise, to grant, bargain, sell, or convey any portions of such lands not necessary to be retained for gravel pits, sidings, branches, woodyards, station grounds or workshops, or for effectually repairing, maintaining and using to the greatest advantage the said Railway, and other works connected therewith.

15. The said Railway shall be commenced within three years, and completed within seven years after the passing of this Act, and unless commenced and completed within the said seveaal periods, this Act shall be null and void.

16. The Interpretation Act shall apply to this Act, and this Act shall be deemed a public Act.

SCHEDULE A.

Know all men, by these presents, that I (*Insert the name of the wife also, if she is to release her dower, or for any other reason to join in the conveyance*), do hereby, in consideration of paid to me (*or as the case may be*) by the Marmora and Belleville Railway Company, the receipt thereof is hereby acknowledged, grant bargain, sell, convey, and confirm unto the said Marmora and Belleville Railway Company, their successors and assigns for ever, all that certain parcel or tract of land situate (*describe the land*), the same having been selected and laid out by the said Company for the purpose of their Railway, to have and to hold the said land and premises, together with every thing appertaining thereto, unto the said Marmora and Belleville Railway Company, their successors and assigns for ever, (*If there be dower to be released, add*) and I (*the name of the wife*), hereby release my dower in the premises.

Witness my hand (*or* our hands)and seal (*or* seals) this day of , one thousand eight hundred and

H. B. [L. S.]
C. D. [L. S.]

Signed, sealed and delivered in the presence of } E. F.

MAP

of the County of

HASTINGS

AND

ADJOINING TOWNSHIPS

SHEWING THE ROUTE OF THE PROPOSED

MARMORA AND BELLEVILLE RAILWAY.

Scale 2 Miles to an Inch

Engraved by Maclear & Co Toronto

FARADAY

DUNCANNON

WOLLASTON

LIMERICK

METHUEN

LAKE

TUDOR

CRIMSTHORPE

BELMONT

MARMORA

MADOC

ELZEVIR

KALADAR

SEYMOUR

RAWDON

HUNTINGDON

HUNGERFORD

SIDNEY

THURLOW

TYENDINACA

BRICHTON

MURRAY

RICHMOND

FREE GRANT ROAD

GREAT ST LAWRENCE ROAD

MARMORA AND BELLEVILLE RAILWAY

GRAND TRUNK RAILWAY

MARMORA

HASTINGS

STIRLING

CANNIFTON

BELLEVILLE

TRENTON

BRICHTON

NAPANEE

HOG LAKE

STOCO LAKE

BAY OF QUINTE

PRESQU' ISLE